

Operational Evaluation of the Interreg CENTRAL EUROPE Programme

Final Evaluation – Annex Document
Summary case study reports

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1 Introduction

During the evaluation, eight projects have been analysed from an in-depth perspective using the case study methodology. Case Studies represent in the evaluation framework the central method for gathering qualitative project information on project implementation, progress and partnerships.

The selection of case studies was based on a series of selection criteria to obtain a sample as representative of the Interreg CENTRAL EUROPE Programme projects as possible. Most projects selected as case study are from the 1st Call, as they were more advanced and offered more information on implementation as compared to 2nd Call projects.

The case study projects are:

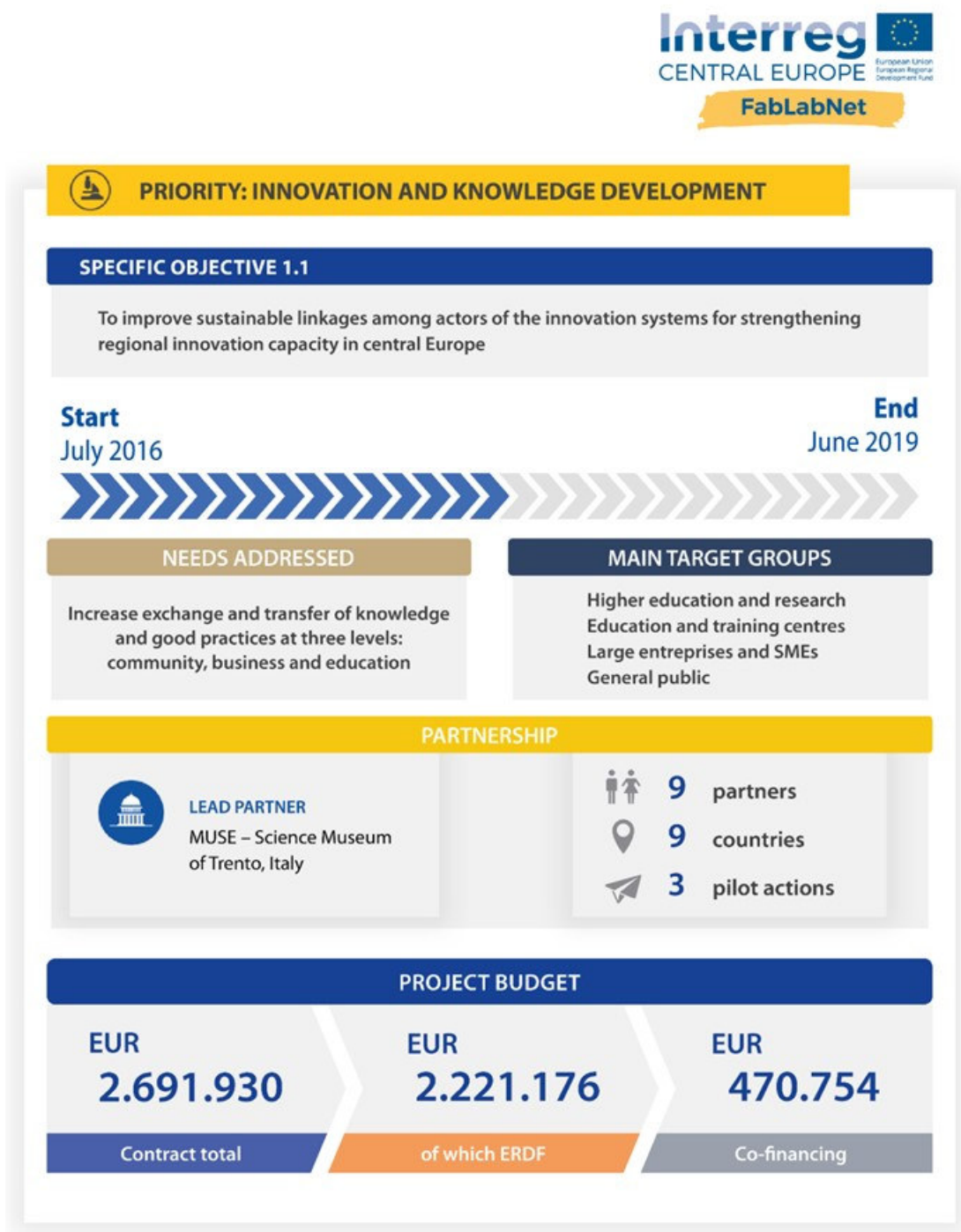
- FabLabNet - Making Central Europe more competitive by unlocking the innovation capacity of Fab Labs within an enhanced innovation ecosystem (SO 1.1)
- Focus IN CD - Innovative patient centred health care services - advantages of establishing a close CE network in celiac disease patient health care (SO 1.2)
- GeoPLASMA CE – Shallow geothermal energy planning, assessment and mapping strategies in Central Europe (SO 2.2)
- SULPiTER - Sustainable Urban Logistics Planning to Enhance Regional freight transport (SO 2.3)
- RAINMAN – Integrated Heavy Rain Risk Management (SO 3.1)
- YouInHerit - Youth involvement in the innovative valorisation and revival of traditional trades and crafts as cultural heritage to make urban regions more attractive and competitive in a dynamic age (SO 3.2)
- LUMAT - Implementation of Sustainable Land Use in Integrated Environmental Management of Functional Urban Areas (SO 3.3)
- RUMOBIL - Rural Mobility in European Regions affected by Demographic Change (SO 4.1)

Case study research was conducted from February 2018 to December 2018 and is based on desk research and interviews.

This document shows summaries of the more comprehensive case study reports that have been elaborated as part of the analysis during the evaluation.

2 FabLab

FabLabNet - Making Central Europe more competitive by unlocking the innovation capacity of Fab Labs within an enhanced innovation ecosystem



2.1 Project description

Digital fabrication laboratories (FabLabs) are technical prototyping platforms for innovation and invention open to all individuals. FabLabs are reference points for collaboration and sharing of ideas, knowledge, experience and tools, thus enabling bottom-up innovation through the involvement of a wide range of actors from the local community. FabLabs thus take a different approach to industrial production thanks to the ability to customise products for individuals (i.e. standardised large-scale production in industry *versus* customised small-scale production in FabLabs). Moreover, patenting is not usual for the FabLab as the aim is to share rather than sell knowledge. To take into account the wide range of relevant actors, case study interviews were conducted not only with lead partner (LP) representatives but with a target group representative from a start-up, too.

The project focuses on the exchange and transfer of knowledge and good practices at three levels: community, business and education.

The project's objectives are:

- To foster the capacities of FabLabs by establishing a Central European network, enabling FabLabs to better tackle grass-root innovation, to find thematic specialisation and to be better link to S3 strategies;
- To link and mobilise the existing and potential actors of the innovation ecosystems to enable Fab Labs to act as catalysts of new forms of businesses;
- To better embed Fab Labs into local society as open educational and technology-driven innovation platform.

2.2 Contribution to Programme Specific Objectives and Results

FabLabNet is contributing to creating links among actors in the innovation systems by creating the FabLab Network. This has the potential of contributing to technology and knowledge transfer in Central Europe and beyond addressing various target groups. For instance, support is provided to start-ups through mentoring activities and pilot actions involve local communities and the academic/research sector jointly. In line with these contributions, FabLabNet is a project under SO 1.1: *To improve sustainable linkages among actors of the innovation systems for strengthening regional innovation capacity in central Europe* and results are directly linked to the programme's result indicator R 1.1: *Status of linkages among actors of the innovation systems achieved through transnational cooperation in central European regions*.

2.3 Progress towards expected outputs and results

At mid-term the main project outputs so far are:

1 Central Europe FabLab Network

The project partners and the Programme JS decided that the FabLab Network will be publicly launched with the signature of the FabLabNet Cooperation Agreements in October 2018. Overcoming initial internal management and communication challenges has been rewarded as all partners have now achieved the same level of management and internal communication skills, in addition to a high level of mutual trust leading to the launch of the network.

9 Innovation Potential and Specialisation Strategies

All nine partners have completed their local consultations and elaborated strategy papers aiming at giving a long-term perspective to FabLab activities in each local context. The strategy papers have been developed based on the existing RIS3 of the partner regions and by contacting relevant stakeholders (via interviews) for a fine-tuning and deeper understanding of the further developments of the RIS3 on the territories.

3 pilot actions addressing each one of the three levels:

- FabLabs in local communities addressing the community of companies, 'makers'¹ and institutions co-designing and co-developing a set of technological solutions to local issues);
- FabLabs taking part in business environment focussing on prototypes. These have been collected through an international call for prototypes to mentor the companies which developed and to make them competitive for the Central European market);
- FabLabs in education aiming to build the foundations of the "European School of Makers". This offers a set of learning modules to a wider community based on FabLab know-how on digital fabrication and the knowledge acquired and developed through the pilots of the other two levels.

These pilot actions are well advanced in their implementation and, according to experience of the LP, have had great success so far. More information on their progress is detailed in Section 2.5 below.

The creation of a CE FabLab Network is expected to increase the capacity of each FabLab to develop, mobilise and strengthen the innovation ecosystem around itself by involving all relevant actors (existing and new) of the quadruple helix. The elaboration of the nine Innovation Potential and Specialisation Strategies is giving a long-term perspective to FabLab activities in each local context.

2.4 Cooperation dimension and benefits

The FabLabNet partnership was built so as to involve all CE countries to overcome the perceived innovation and competitiveness disparities between Western and Central-Eastern Europe. This was done by involving nine FabLabs, each located in one of the nine CE countries, with diverse types of knowledge and skills in order to enable a greater exchange of knowledge and experience. The partner FabLabs also vary in their size, specialisations, administrative nature and financing sources. Some of them are publicly owned and funded² others are private and funded through private memberships and investments by firms³.

¹ The maker culture emphasizes learning-through-doing in a social environment, as well as informal, networked, peer-led, and shared learning.

² The Czech and Slovak FabLabs are part of universities, the Polish one is owned by the regional development agency, the Slovenian FabLab is financed by the municipal museums and galleries of Ljubljana, the MUSE is funded mainly by the Trentino Autonomous Province but also by National ministry of Education and Research, municipality and private funds

³ The Croatian partner focuses and sustains itself through courses to schools, the Hungarian partner is private and specialised in robotics, the German Makerspace UnternehmerTUM, specialised in metal and wood processing, is the largest and receives substantial investments from BMW and Siemens.

Such transnational partnerships are suitable to strengthen trust among EU countries. These partnerships can be perceived as small-scale but impactful diplomacy by putting into practice the EU values of inclusion, equality and diversity.

2.5 Effects and impacts generated by the project

The FabLab approach has the advantage of getting local communities closer to the innovation process and boost innovation potential through their active involvement in FabLab activities, the development of innovative services for citizens and through training and coaching (to schools, universities and research centres, private firms etc.).

As mentioned above, the three pilot actions have had great success so far. According to the experience of the LP, the following results have been achieved:

- **Connecting to Communities.** The pilot action implemented in the MUSE FabLab found four solutions to real-life problems of SME and artisan enterprises⁴. It was implemented in the Czech Republic, Slovenia and Poland involved local communities of university students, high school students and citizens for the creation of prototypes based on real-life needs. The outreach is shown by the pilot conducted in Poland, where a total of more than 600 persons have been trained in the framework of the pilot.
- **Connecting to Business.** In the Italian activities regarding this pilot, five companies were selected to be coached following a call on social media⁵ (see the Orthoponics experience below).
- **Connecting to Education.** The MUSE FabLab has developed 3 sets of training activities⁶. This pilot action involved local NGOs, universities and artisan associations.

The experience of a start-up involved in the FabLab to Business pilot action, called Orthoponics, provides relevant insights on the results fostered by FabLabNet. The Orthoponics idea, started in 2016, is to develop automatised vertical indoor and outdoor wall gardens to grow vegetables on public buildings in urban areas.

When joining the pilot action, the start-up was already in its prototyping phase, having developed the robotic arm, but more investment was needed to develop the technologies to make the arm able to conduct all planned actions. In this context, the activities organised by FabLab MUSE have been very helpful to Orthoponics to further develop their prototype and to acquire new skills on project management and presentation of the product to potential investors (the mentoring activities with Sfida 4.0 have been particularly insightful). According to the start-up manager, the MUSE FabLab pilot action provided them with an approach to design the product so as to make it easier to modify it during construction (i.e. more efficient, lower costs). In addition, FabLabNet allowed Orthoponics to acquire specific skills in industrial manufacturing and on how to better present business ideas. It also improved their skills in financial management.

⁴ Navarini Rame, PROM Facility - Trentino Sviluppo Facility, 3TEC Electronics, HSL - Additive Manufacturing Partner Company.

⁵ Orthoponics - the first vertical garden, LabAdmin – an access system for fablabs or coworking spaces, Airate – an air quality measurement system, Bugbits – an interactive learning robot, Wondergene – a portable genetic lab.

⁶ The first one is constituted by 3D printing and robotic courses addresses to the community. The second one has an ecological value since is constituted by two trainings on repairing broken items. The last one, named Maker meet Artisan trained both artisans and makers in learning basic digital competences and developing four artisan-makers projects.

2.6 Factors and mechanisms that influence the delivery of outputs and results

The experience and success of the LP in involving the local community, business sector and education in FabLab activities prior to FabLabNet made it possible to design a project, which can achieve concrete results, i.e. effectively transfer knowledge across Central European countries and across sectors. This is confirmed by the success of pilot actions implemented by the LP. Previous experience of the LP in transnational cooperation projects, furthermore, supported the project partnership since it allowed less experienced partners to improve their project management skills.

Externally, the growing popularity of the maker's movement at EU and global level is a key factor allowing to accelerate the delivery of results.

2.7 Efforts to transfer project results and to involve target groups

The transfer of knowledge and expertise to target groups such as businesses, local communities and school students is taking place through the pilot actions (see above).

In terms of sustainability, local actors (e.g. University of Trento, Italy, APS Carpe Diem, Kaleidoscopio, Gira La Ruota association) have already started investing in FabLabNet providing man-hours and in-kind contributions during the Pilot Actions implementation. This will be beneficial for transferability.

The very idea behind FabLabs is to make all acquired knowledge and practices easily transferable and replicable in other places with fewer costs and this approach is being tested through the pilot actions. The heterogeneous nature of FabLab activities and skill development, together with the concrete effort of FabLabNet to widen formal and informal FabLab networks at EU and global level, boosts the potential of this project to transfer its results beyond its initial geographic scope.

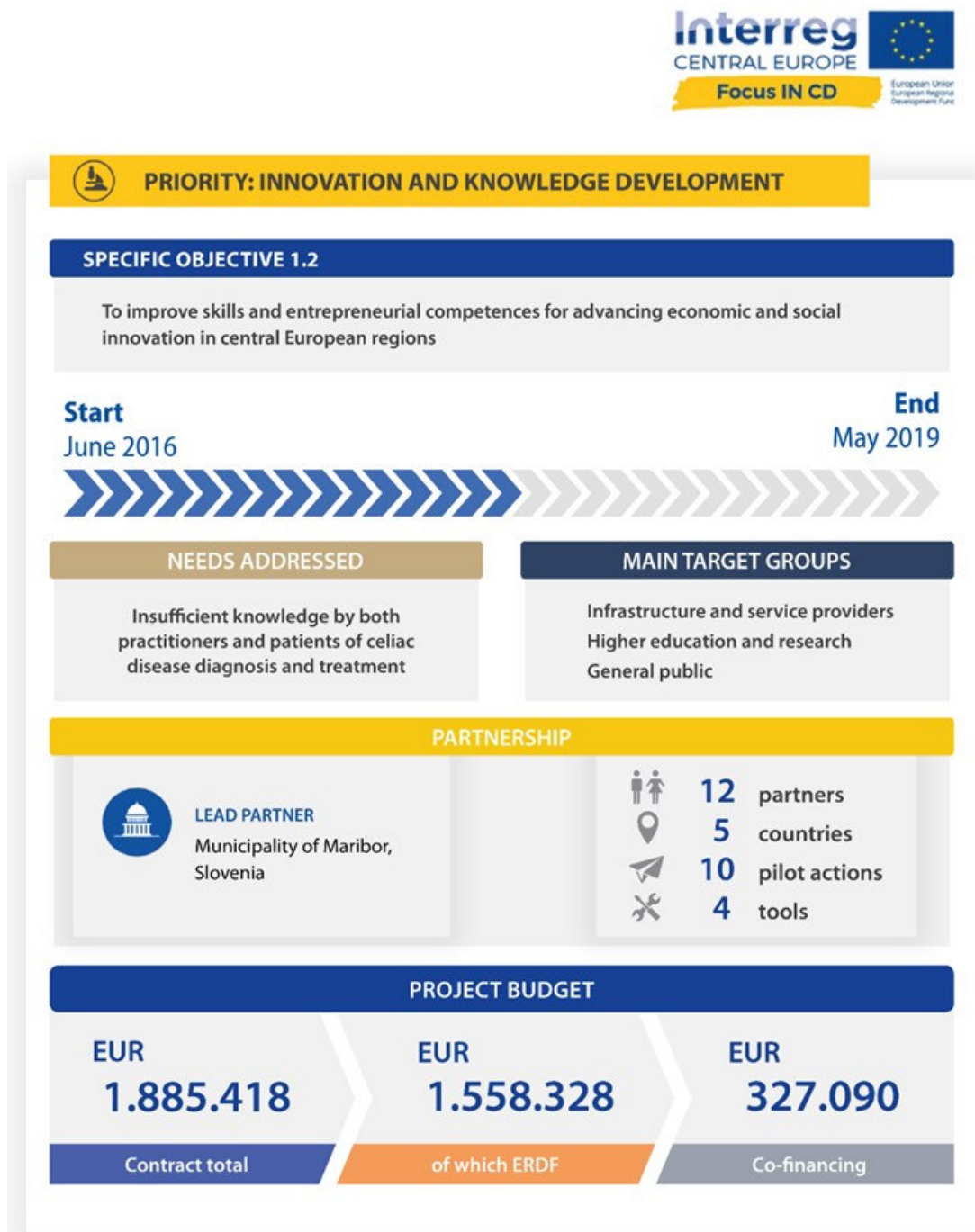
2.8 Visualisation of FabLab in the CENTRAL EUROPE Programme context

Private sector innovators are at the heart of the project's target group. The project FabLab aims to develop new ideas by sharing knowledge and experience and to trigger investment to support innovation. Each FabLab develops its strategy according to the innovation ecosystem around it by considering regional innovation strategies. Three types of pilot actions are implemented by different FabLabs to guarantee a sectoral and geographical variety of target groups.



3 Focus IN CD

Focus IN CD - Innovative patient centred health care services - advantages of establishing a close CE network in celiac disease patient health care



3.1 Project description

Healthy and active aging is one of the greatest social challenges in the EU facing longer life expectancy. Early prevention of chronic diseases that severely impact on the well-being of the population is important to reach this goal. The lack of development and promotion of innovative quality health services, disease management models and education have a profound negative effect on health care systems and patients alike.

The core problem the Focus IN CD project wants to address is the insufficient knowledge of both health care practitioners and patients concerning celiac disease diagnosis and management in Central Europe. At the same time, the project wishes to tackle the knowledge and capacity gap among the Central Europe (CE) programme countries regarding these issues (e.g. Italy and Germany have more knowledge and capacity than the other CE countries involved). For obtaining insights into the practitioners' views, inter alia, a target group representative from a Celiac Disease Society was interviewed in addition to the LP.

To tackle this challenge, the Focus IN CD project wants to demonstrate, develop and pilot test innovative health service models in the management of celiac disease (hereafter CD).

The project's objectives are:

- Uptake of professional's knowledge skills and patient awareness and needs;
- Promoting the use of innovative e-services among relevant stakeholders;
- Development and testing of new celiac disease services and preparation of policy recommendations.

3.2 Contribution to Programme Specific Objectives and Results

The project can contribute to improving skills for advancing social innovation in the health care sector thanks to the exchange and transfer of knowledge among project partners and the activities targeting health care practitioners and patients, in line with SO 1.2: *To improve skills and entrepreneurial competences for advancing economic and social innovation in central European regions*. The project thus actively contributes to the achievement of the Programme result (R 1.1) *“improved status of capacities of the public and private sector for skills development of employees and entrepreneurial competences achieved through transnational cooperation driving economic and social innovation in central European regions”*.

3.3 Progress towards expected outputs and results

By mid-term of project duration the partners have conducted **five surveys** involving a total of 7,000 participants to collect data mainly from patients and health care practitioners (HCP) to assess the state of play of celiac disease awareness, diagnosis and management in Central Europe. The collected data have revealed an insufficient knowledge of the disease by CD patients and showed important regional differences in HCPs' knowledge and a low level of patient satisfaction with availability and quality of some health-related services.

The partnership is developing **three e-tools**, which are learning platforms and guidelines for health care professionals and patients. Likewise, certain technical solutions have been discussed. The European Society for Paediatric Gastroenterology, Hepatology and Nutrition (ESPGHAN) has been involved in their development. The first e-tool for HCP is almost completed in English for the demo testing and will then be translated in the project partner languages. English-speaking patients from the regions involved

in the project are being recruited for the testing. However, the overall development and testing of the e-tools has proven to take more time than initially planned. The delay in the publishing of the new EU guidelines on celiac disease (originally due in January 2018) was further slowing down the progress. Nevertheless, developing the e-tools with adequate inputs has been important for the overall quality of the project's output.

At the same time, **ten pilot actions** are being conducted and several of them are already in the testing phase. They are divided in three fields:

- early diagnostic;
- quality of life of CD patients;
- improvement of diagnostic methods.

As an example of the second type of pilot action (quality of life of CD patients), local project experts gave lectures at different events, while a video tutorial on “How to rearrange gluten-free kitchen” was prepared. A basic bread baking workshop and a gluten-free shopping for new patients were organised. A second workshop was organised in Budapest to inform patients about the risk of family members. E-guidelines for newly diagnosed celiac disease patients were published, in order to help them to better cope with the diagnosis. Transnational targeted events focused on e-tools took place in Trieste and Budapest.

One of the main expected outputs of the project is the development and transfer of a **transnational model** for CD diagnosis and management, to be used by hospitals, general practitioners and health care centres across all project areas and beyond. The involvement of psychologists and dietitians in its development aims to guarantee a broader approach to CD treatment.

Expected project results include the following:

- to improve knowledge and skill capacities among health professionals, patients and other relevant stakeholders involved in management of celiac disease treatment in CE;
- to improve existing health management frameworks of CD treatment in CE, through the establishment of a comprehensive, innovative, patient-focused management model;
- to strengthen an innovative network and awareness-raising among all CE regions through relevant stakeholders of celiac disease treatment.

3.4 Cooperation dimension and benefits

Central European regions have different knowledge capacities and health care systems, which are insufficient and only partially address current problems regarding celiac disease. The transnational cooperation among the project partners and the analysis of differences in diagnostic approaches, experts' knowledge and patients' awareness and benchmarking of existing patient management models have proven beneficial to transfer knowledge from more to less experienced partners both in terms of project management skills and in CD diagnosis and treatment.

3.5 Effects and impacts generated by the project

As means of example, the pilot analysed for the case study, implemented in Slovenia, improves knowledge and skills of relevant target groups on celiac disease, in particular patients. The pilot aims to develop a new service through a patient-focused management model. As pilot actions are still ongoing, conclusions on the impact of the project on improving the existing health management framework of CD

treatment in CE and examples of how pilot actions have been taken up can only be drawn at a later stage. However, it should be noted that the planned dissemination activities, which will take place across and beyond the strong project partnership, are likely to make the results sustainable. In general, the Focus IN CD project aims to spread the learning in local pilots transnationally and to develop recommendations for the whole CE area.

Example of a pilot action: Slovenia

The Slovenian pilot action is implementing a process of mentoring to newly diagnosed patients (objective: improve knowledge and skill capacities among patients). The mentors in this pilot are volunteers and experienced CD patients who teach new patients how to live with CD using a holistic approach, including the psychological and legal aspects to cope with the condition, to support newly diagnosed patients. This mentoring involves tools such as guidelines and videos on how newly diagnosed patients can organise a gluten-free kitchen and their everyday life and activities. This is important as there is still no obligation at national level in Slovenia to label products as containing gluten (or being gluten free).

3.6 Factors and mechanisms that influence the delivery of outputs and results

A driver for the success of pilot actions, in particular those aiming to improve the quality of life of CD patients, was the involvement of psychological support along with guidelines on the diet and medical treatment. This 'holistic approach' allowed to attract more newly diagnosed patients and to increase the participation in such activities. A success factor of the Slovenian pilot action was the involvement of the Slovenian Society in CD which provided contacts different to the target group (dietitians, patients etc.).

3.7 Efforts to transfer project results and to involve target groups

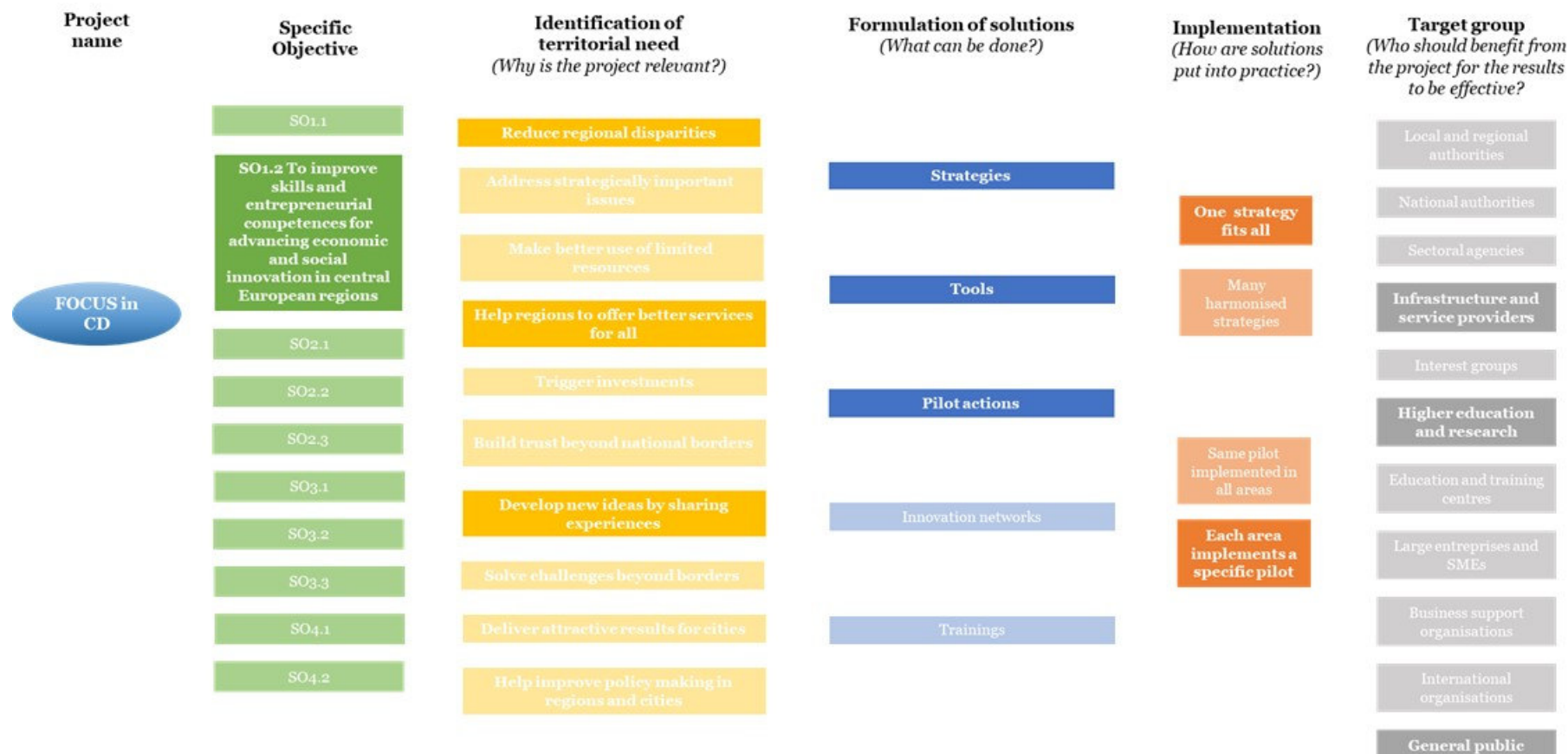
Target groups have been involved in all WPs – initial surveys to HCPs and patients, development of e-tools and pilots along with target groups including requests for feedback on usefulness and usability of the e-tools. Although the transferability potential is still uncertain, the recent interest and involvement of non-partner CD networks in the Focus IN CD project (e.g. the Slovenian celiac disease society) and the transnational/global scope of CD management increases the potential for transferability to areas beyond the project area or Central Europe.

The pilot action in Slovenia (see box above) will most probably continue beyond the project's duration and extended to other areas of Slovenia and to other project partners. The Slovenian CD Society has the clear intention to continue the CD mentoring activities after the end of the Focus IN CD project. The project made it possible to design a mentor training model which can now be easily replicated and expanded beyond the pilot and project areas. Furthermore, the presence of the Hungarian and Croatian Celiac Societies within the partnership will allow them to directly benefit from the results of the pilot.

The transnational model, which is still being developed, should be transferred within and beyond the project area. Two celiac disease societies are cooperating in Slovenia and Croatia (at national level) and there are further examples of non-partner involvement in other project areas. The aim is to have this model applied in a wide range of health care centres, hospitals and by general practitioners in the involved project countries. The main challenge to this objective is to keep the commitment alive after the end of the project. However, some of the developed services will be easily integrated within the existing structures (e.g. hospitals) and will not need significant additional funds to function beyond the project duration.

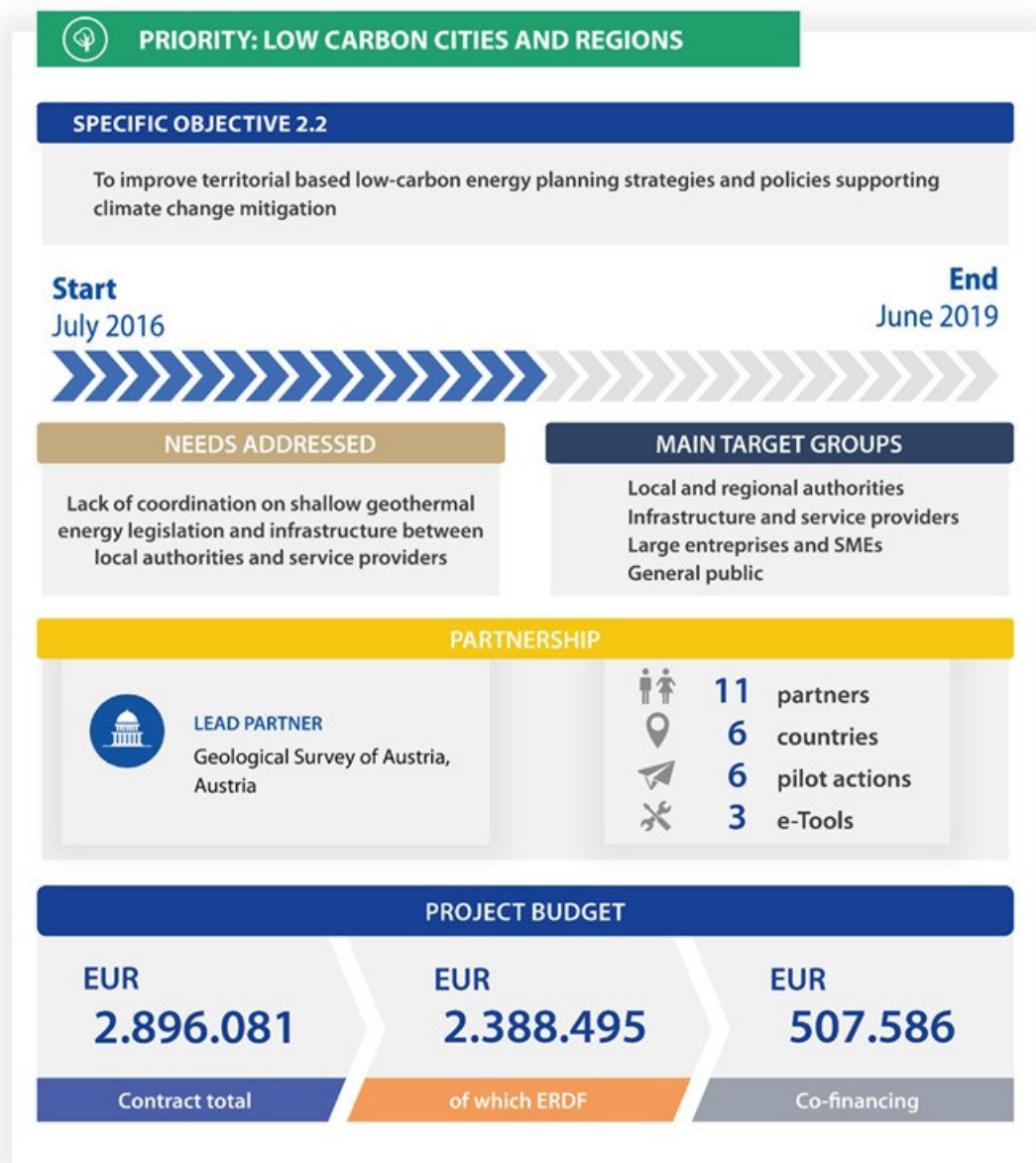
3.8 Visualisation of FOCUS In CD in the CENTRAL EUROPE Programme context

In Focus IN CD, hospitals, CD patients and practitioners (e.g. dietitians) should be the main target for the project to be successful. To help regions provide better health care services, the project is developing one strategy and toolbox for the management of CD from both practitioner and patient perspective. At the same time, different pilots are tested in different partner areas, depending on the type of partner involved.



4 GeoPLASMA CE

GeoPLASMA CE – Shallow geothermal energy planning, assessment and mapping strategies in Central Europe



4.1 Project description

The project GeoPLASMA-CE focuses on the utilisation of shallow geothermal energy (SGE). In particular, GeoPLASMA-CE aims to foster the use of SGE and achieve a change of paradigm from individual to integrative management concepts. The project wishes to achieve this by establishing transnational standards and by implementing a web-based knowledge transfer platform, which currently does not exist in the regions addressed.

The core problem the project addresses is two-fold: the growth of the geothermal energy market brought to attention the need to locally coordinate licensing, installations, resource management and interests of different private providers and end-users to reduce the risk of interferences and conflicts. At the same time, knowledge on the use and advantages of this kind of energy had to be disseminated in Central and Eastern Europe, where high-carbon emission energy sources for heating and cooling are still a worrisome cause of pollution.

The project's main goal is therefore to promote an integrated and sustainable geothermal energy management at local and regional level and to enhance the awareness of shallow geothermal use. To this end the project will develop management strategies through the consultation of local stakeholders and the mapping of current geothermal energy use (legal frameworks, infrastructure, users, providers) in six pilot areas, with the aim of combining the collected data to inform and advise local and regional authorities and private companies on how infrastructure and resources can be used in a more sustainable (low-carbon) and efficient manner. Complementing the interview with the LP an interview with a local energy agency representative was conducted to include the target group perspective of local and regional authorities.

4.2 Contribution to Programme Specific Objectives and Results

For the project to contribute to the Programme SO and results, local and regional authorities should commit to and implement the geothermal energy use strategies developed by the project in the pilot areas. The Saxon state office for environment, agriculture and geology as a regional and the city of Ljubljana as local public authority provide examples for the role of public actors: they help to spur additional investments and mobilise national funds due to their participation in the GeoPLASMA project. In addition, the project improves public sector capacities for low-carbon planning and policies. Moreover, the planned six strategies for use of shallow geothermal energy in pilot regions will aim to improve energy planning capacity of public authorities involved in the project as partners or associated partners. The project therefore contributes to Programme result (R 1.2) aiming to improve the *status of capacities of the public sector and related entities for territorially based low-carbon energy planning and policies through transnational cooperation*.

4.3 Progress towards expected outputs and results

The project aims to meet its goals by implementing the following outputs:

One multilingual, web-portal for integrative assessment and management of shallow geothermal methods for heating and cooling.

There has been a steady exchange of information and expertise among stakeholders as to what kind of SGE related needs and interests the web-portal should address. In addition, three surveys for local

authorities and investors have been conducted to collect proposals for the type of content they would like to access on the web-based platform. This also assessed their level of satisfaction with the existing licensing regulations at national and regional level. In total, around 200 people participated in the questionnaires, online surveys and personal interviews. The fourth survey is undergoing at the time of writing this report. By means of these consultations, the web-platform will enable stakeholders to know the limitations and opportunities in specific regions for the use of shallow geothermal energy.

Energy planning strategies for an integrative use of shallow geothermal methods in selected target (pilot) regions.

In the second half of 2017, the project team started to prepare the integrative management strategies for shallow geothermal utilisation for heating and cooling in each partner region. The current legal framework and existing management as well as planning strategies linked to shallow geothermal energy were assessed and the outcomes were compared between the pilot areas involved in GeoPLASMA-CE. The project team also organised two knowledge exchange workshops. Moreover, the interest and expectations of local stakeholders on the role of shallow geothermal in current and future energy planning strategies were assessed through a stakeholder survey. From this group of activities, we deduct that the project intends to influence/increase the interests of local stakeholders on the use of shallow geothermal energy.

At least 10 trainings (in house and webinars) for regional stakeholders (public and private entities) concerning integrative management strategies for shallow geothermal applications in the selected target regions. These will take place after the finalisation of the strategies, between December 2018 and June 2019.

A key expected result is to harmonise the approaches to achieve joint transnational standards on shallow geothermal energy utilisation. In the first year, the project team focused on the harmonisation of methods for mapping and modelling of methods and workflows for assessing resources and conflicts of use related to SGE, moving later to the legal aspects and quality criteria for its management. By the end of 2017, the workflows were applied in the 6 pilot areas.

In recent months, project activities have been dedicated to the capitalisation of knowledge acquired in the first project phases, the setup of pilot actions and the creation of geological 3D models of the pilot areas. The three cross-border pilot actions made it possible to collect and map data on a cross-border scale for the first time. However, this kind of pilot action does not allow to develop common cross-border strategies on geothermal energy use due to different regulations and requirements among countries.

4.4 Cooperation dimension and benefits

The Geological Survey of Austria is specialised in geothermal energy and has already worked on a similar Central Europe project (Transenergy, 2010-2013) focusing on deep geothermal energy use in the western Pannonian Basin. Two of the project partners of the Transenergy project approached Geological Survey of Austria in 2014 to propose a new project on geothermal energy which later became GeoPLASMA-CE. Based on its previous experiences, it was decided that the Geological Survey of Austria should take the role of the lead partner.

Shallow geothermal energy itself is not a new concept. Leaders of geothermal energy use and management such as Switzerland, Scandinavian countries and France have advanced technologies to implement SGE systems for heating and heat storage. However, the GeoPLASMA-CE partners are pioneers in developing *transnationally* integrated management capacities for local and regional authorities. In this sense, knowledge and information exchange and transfer among partners, as well as the acquired transnational experience with different realities regarding SGE use and regulations, are perceived as potential benefits to find solutions and achieve project results transnationally.

4.5 Effects and impacts generated by the project

As the project analysis is based on the first half of its implementation, the project's current impact observed is still limited to the dissemination of interim results and on awareness-raising to local stakeholders (including public authorities, sectoral agencies and energy suppliers) through guidelines and suggestions for action plans on geothermal energy management. However, it is worth noting that the project management has already contacted around 25 different local entities in the six pilot areas to facilitate further impacts.

As an unexpected side benefit of the partnership, GeoPLASMA-CE has been involved in the Energy Retrofit of Public Buildings initiative of Ljubljana, the only local public authority participating in the project. The GeoPLASMA-CE partners are being consulted on the possibility of applying shallow geothermal energy systems on refitted public buildings. Based on this cooperation, one refitted public building in Ljubljana (kindergarten) is now supplied by ground source heat pump systems. This experience illustrates the type of possible future benefit in all participating regions if contacts with local authorities can be further developed.

4.6 Factors and mechanisms that influence the delivery of outputs and results

The project partnership initially attempted to involve more local authorities directly in the project to further spur additional investments. However, due to administrative capacity challenges the approached local authorities could not dedicate human resources required for a direct project partnership. However, the strategies for the six pilot areas will only be developed and finalised in the second half of the project's implementation. This phase will show how the involvement of public authorities as associated partners is sufficient.

4.7 Efforts to transfer project results and to involve target groups

Geothermal energy is a specific sector and there is actually neither a possibility nor intention to transfer results beyond this sector. Furthermore, it is unlikely that the knowledge and data will be transferred to local actors. On the other hand, thanks to the LP's involvement in other EU projects on the use of geothermal energy, there is a potential of transferability to areas beyond Central Europe.

More specific insights into local transferability options and the involvement of the target group can be illustrated at the example of the local energy agency of Pomurje (Slovenia). The agency has been involved in the framework of the pilot action in Ljubljana, specifically in knowledge transfer and information campaigns. This involvement has proven useful to raise awareness on the potentials of SGE and the interviewed target group sees a potential to transfer the GeoPLASMA-CE experience to their area.

4.8 Visualisation of GeoPLASMA-CE in the CENTRAL EUROPE Programme context

The interaction of scientific actors (Geological research centres) with private geothermal energy providers and local administration is key to ensure the success of the GeoPLASMA-CE project. The heterogeneity of legislative and policy frameworks and competences on urban mobility planning among Member States calls for the development of different harmonised strategies in each partner area. At the same time, the same type of pilot has been developed to collect and map data on geothermal energy use.



5 SULPiTER

SULPiTER - Sustainable Urban Logistics Planning to Enhance Regional freight transport



5.1 Project description

Urban mobility planning in medium and large cities has gained increasing importance at EU level in recent years in the framework of urban development and, more precisely, in the 2013 Urban Mobility package. Building on this importance, sustainable urban mobility plans (SUMPs) consider not only city centres but functional urban areas (FUA), therefore envisaging cooperation across different levels of administration, including different sectors and involving citizens and stakeholders.

However, as identified by the SULPiTER lead partner, based on previous experiences and the involvement in European urban logistics networks, logistics appear to be a missing or minor element in SUMP.

The SULPiTER project aims to fill this void by providing local and regional public authorities with knowledge, tools and capacity to develop Sustainable Urban Logistics Plans (SULP). This is mirrored in the interviews with the LP and a municipality representing both a project partner and the target group. It focuses on sustainable freight mobility in cities and their surroundings and on initiating a platform for a permanent dialogue of policy and business actors. In particular, the project's innovative strength lies in the effort to expand the area of SULP implementation by mapping and including freight transport flows occurring beyond urban centres (i.e. considering the entire supply chain) and beyond the usual area of implementation of city logistics regulations.

The project aims to achieve the following objectives:

- improving capacities of authorities in policy making via better knowledge, skills and tools, built in a transnational dialogue and local understanding of city logistics phenomena;
- building a permanent dialogue among authorities and between authorities and businesses to shape future urban freight policies in a low carbon perspective;
- defining the long-term vision and freight transport policy actions of authorities with a territorial and cross-sectorial integrated perspective in the participating cities and in Central Europe.

The ultimate objective of having local authorities in FUAs adopt and implement SULPs (using the knowledge, tools and guidance provided by the project) will largely depend on the single regulatory and administrative competences of each FUA and the ability to commit a wider range of actors to the joint development and implementation of these plans.

5.2 Contribution to Programme Specific Objectives and Results

SULPiTER aims to improve capacities for sustainable urban logistics planning in functional urban areas by developing knowledge and plans for freight transport in urban areas by involving both local authorities and stakeholders from the private (logistics) sector. The project thus contributes to SO 2.3 *to improve capacities for mobility planning in functional urban areas to lower CO₂ emissions*. The presence of local authorities in the partnership and their active involvement in pilot actions contributes to the achievement of the programme result aiming to improve the capacities of the public sector and related entities for low-carbon mobility planning in functional urban areas through transnational cooperation (Result indicator 2.3).

5.3 Progress towards expected outputs and results

Capitalising on the knowledge and existing networks of actors from the private, public and research sectors of six CE Member States (in a transnational, triple-helix partnership), the project aims to achieve four main outputs:

Develop transnational tools and freight quality partnerships in all seven FUAs targeted to the partner and non-partner authorities to map urban freight and give guidance on governance in strategic low carbon mobility planning policies, with seven institutions applying them.

Under the work package “Understanding urban freight transport and training to authorities”, the objective was to understand how freight moves in all partners' cities/FUAs. This was done through interviews and through the development of a software (SULPiTER tool), which allowed to map and raise awareness on freight flows of different supply chains in FUAs. The added value of this tool is that it can be applied transnationally in the seven FUAs (and potentially beyond the project area and partners).

Train 80 authorities to deepen understanding of freight transport in FUAs and to develop actions reducing its carbon footprint.

Trainings for local public administrations (PA) have been organised. Through the analysis of the identified logistics trends in FUAs, it has been possible to see how these trends, and the urgency to tackle them in a sustainable urban planning perspective, are perceived differently among public, private and R&D actors. For instance, e-commerce logistics is already a reality and an issue to be addressed by private actors, while public authorities are moving at a much slower pace and have less knowledge and skills on this matter. In light of this evidence, webinars targeting PAs have taken place, involving actors from all over the EU and beyond (e.g. 70-80 participants from the US, South America and Japan). More of these webinars will be organised before the end of the project.

Ensure that seven institutions (in the cities/ FUAs of Bologna, Budapest (2), Brescia, Stuttgart, Rijeka and Poznan) develop SULPs and adopt/mainstream them into local policies.

SULPs also have the objective of encouraging wider participation, so permanent tables with local stakeholders have been established, aiming to increase the involvement and commitment of non-partners in the development of SULPs.

Conduct seven pilot actions aimed at understanding freight demand in the project's FUAs.

To this end, partners from all project FUAs have collected statistics and empirical data (e.g. on logistics demand and supply) to identify trends of freight transport in their FUAs and better understand challenges and problems. The main expected result of the SULPiTER project is the improvement of capacities of the public sector in managing sustainable urban logistics in view of contributing to the programme's objective of improving low-carbon mobility planning in Central Europe's functional urban areas. It is therefore envisaged that the developed SULPs are adopted and mainstreamed by the FUAs tackled by the project, which entails the need of a formal commitment of municipalities within and beyond those involved in the project.

5.4 Cooperation dimension and benefits

The SULPiTER transnational partnership involves partners from previously existing networks and projects. The interaction among partners belonging to seven FUAs has ensured a wide exchange and transfer of knowledge with the aim of developing the transnational set of tools and strategies envisaged by the project.

The involvement of the LP in European urban logistics networks (e.g. Open ENLoCC) and in other logistics-related projects has been a driver for the communication of project activities at wider EU level. For instance, project partners have been invited to present their activities and results to projects from other programmes (e.g. in Interreg Med, Urbact, Horizon 2020). Moreover, the LP will present the project to the Transportation Research Board in Washington, DC in January 2019.

The triple-helix model involving public, private and research actors provides complementary knowledge and skills needed to encompass all aspects of urban logistics and Sulp development.

The involvement of research centres, in particular, is essential to the project not only in terms of technical support, but also to tackle an issue identified in local public administrations, that is the turnover of staff. The frequent changes of staff in partner administrations can be a risk to the continuity of project activities and to the project itself, while the current partnership has successfully overcome these challenges precisely because it has decided to team up every local authority partner (a municipality) with a research institute operating in the same area (e.g. the City of Bologna and ITL, the city of Poznan and the ILIM institute). This type of partnership ensures, on the one hand, the involvement of target groups (local public administration) and the quality and continuity of technical expertise on the other.

Furthermore, the presence of the private sector in the partnership has the added value of including the transport/logistics companies' expertise and perspective in the development of pilots and Sulp drafting.

5.5 Effects and impacts generated by the project

Already at mid-term of the project's duration, some experiences highlight how the active involvement of local non-partner actors can ensure the impact of project results in the project areas, such as in the case of Bologna and Maribor.: Furthermore, in Hungary, Budapest has engaged with the two project partners (one district and one municipality in the capital's metropolitan area) through a letter of commitment for the development of a common Sulp.

5.6 Factors and mechanisms that influence the delivery of outputs and results

As mentioned above, the decision to team up every local authority partner (a municipality) with a research institute operating in the same area has ensured the quality and continuity of technical expertise within the project, avoiding hiccups in output progress and delivery.

An obstacle which risks hindering the expected project results of Sulp implementation in the FUAs covered by the project is the level of regulatory power of the local actors involved and the different administrative recognition of FUAs in the partners' Member States. In Bologna a single entity is responsible for urban mobility in the whole FUA. Such an entity does not exist in most other FUAs involved in the project.

5.7 Efforts to transfer project results and to involve target groups

Potential target group involvement can be illustrated at the example of the activities taking place in Budapest. The territory of Vecsés Municipality together with Budapest 18th District (Budapest FUA) are in the south-eastern gate of Budapest, through which freight transport from the Hungarian and European southern regions flows. Since the urban area involved is affected by multiple logistical problems and other freight transport issues (like chain retailing, commercial centres, food markets, the supply chain of Budapest airport), discussions on freight transport policies are strongly needed to mitigate negative impacts of urban freight transport by analysing them and searching for sustainable solutions.

Vecsés Municipality together with Budapest 18th District has participated in all activities of the SULPiTER project, through the active involvement of the public and private sectors, with the development of a freight testing methodology, decision-making tools and database management to better understand the nature and functioning of freight transport logistics. Vecsés Municipality and Budapest 18th District are lobbying to integrate the results of the SULPiTER project via the Budapest Urban Strategy Plan.

Furthermore, the Freight Quality Partnership (FQP) set up in the FUA of Bologna provides an example of wide stakeholder engagement. The FQP has the objective of directly involving, on the one hand, public authorities in the drafting, development and adoption of the Sulp and, on the other, private entities to obtain in-depth knowledge on opportunities, challenges and needs of logistics within the FUA. The FQP was set up in January 2018 involving the following actors:

- Public authorities – Municipality of Bologna (city level), Metropolitan City of Bologna (metropolitan level), SRM (Authority for Public Transport and Mobility at metropolitan level), Emilia-Romagna Region (regional level);
- Private entities – Chamber of Commerce, 10 private sector associations (trade unions, social cooperatives, courier groups, retailers), 18 private subjects (e.g. Bologna freight terminal, food terminal, companies for delivery, couriers, shops, airport).

The development and implementation of SULPs by a wide range of actors in the FUAs can guarantee the effectiveness and sustainability of project results beyond the project duration.

Urban logistics planning is a rather specific sector and there is neither a possibility nor intention to transfer results to other policy sectors, keeping in mind that logistic flows are linked with settlement structures and regional development in general. As a result of the LP's involvement in larger European networks on urban planning and as a result of freight quality partnerships set up in the seven FUAs, there is a potential of transferability to areas beyond the project area or Central Europe.

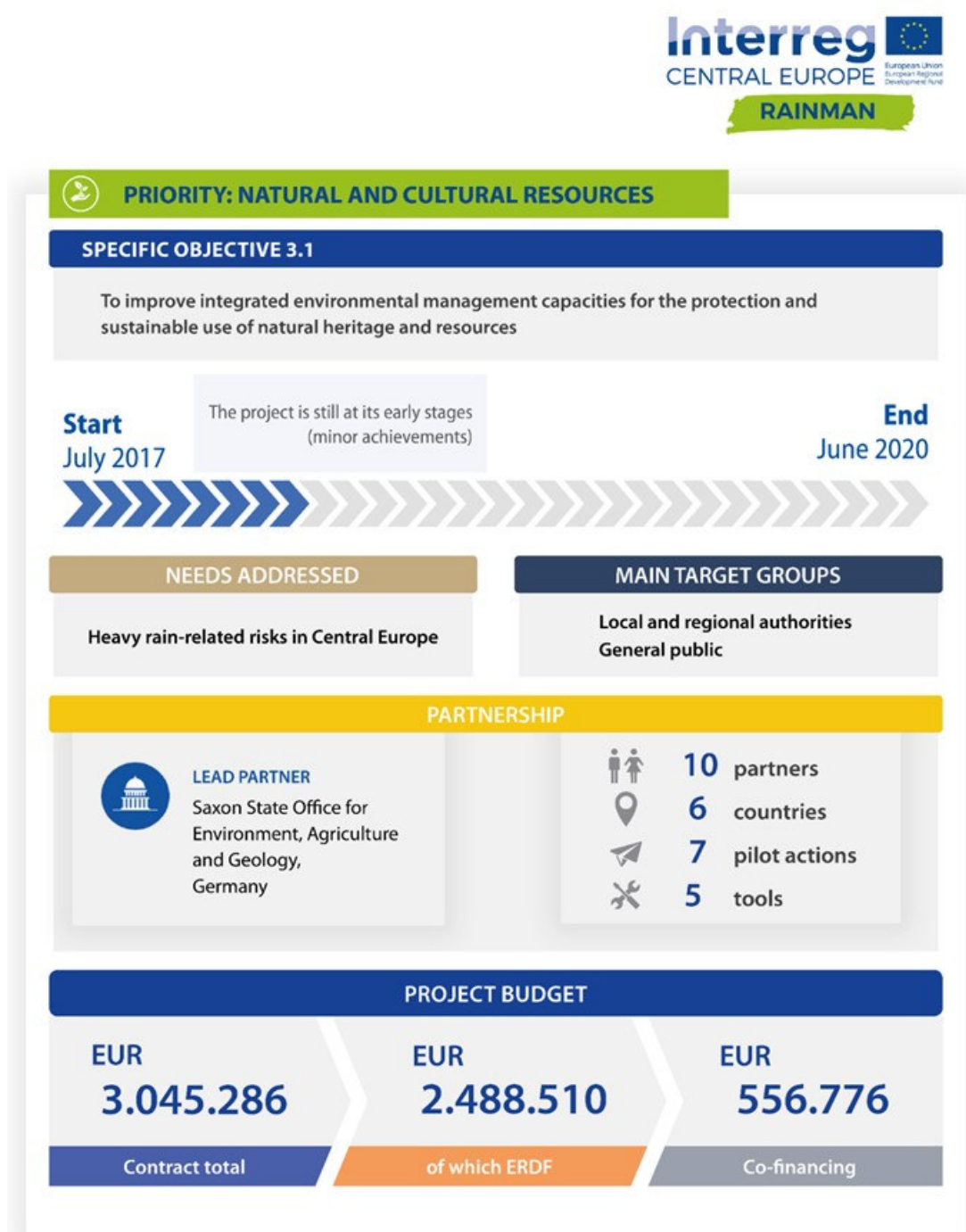
5.8 Visualisation of SULPiTER in the CENTRAL EUROPE Programme context

In the case of SULPiTER, the commitment of local authorities belonging to FUAs is crucial to adopt SULPs. The heterogeneity of legislative and policy frameworks and competences on urban mobility planning among Member States calls for the development of different harmonised SULPs (strategies) in each partner area. At the same time, a single transnational SULPiTER tool will be developed to support the elaboration and monitoring of SULPs in general.



6 RAINMAN

RAINMAN – Integrated Heavy Rain Risk Management



6.1 Project description

The RAINMAN activities and objectives stem from the EU floods directive⁷. In line with the directive, the project addresses the question of how to integrate heavy rain risks in proper flood management frameworks. The goal of the project is to address the issue of heavy rain risks in Central European countries and to improve the flood risk management capacity of local public administrations by providing tools and strategies to deal with risks related to heavy rainfall⁸. This is mirrored in the interviews with the LP and a city representing both a project partner and the target group. In particular, the RAINMAN project aims to achieve the following objectives:

- to create better understanding of local and regional administrations of increasing heavy rain risks and to offer them tools to manage these risks in cooperation with the relevant stakeholders;
- to reduce heavy rain risk impacts in urban and rural areas by improving warning, preparedness and protection measures (both in their development and implementation);
- to contribute towards making Europe a better place to live by integrating heavy rain risks as a specific type of flood risk into flood risk management planning.

This project's main expected results include the increase of knowledge of local and regional administrations in the project area, gaining knowledge and tools to assess the risks of heavy rain for their territory (i.e. increasing their capacities). More specifically, the changes the project wants to achieve consider the following:

- administrations and people in risk areas know better about the risk situation and take prevention measures;
- for people and businesses situated in risk areas the risk of casualties is reduced;
- warning systems installed by the project support the preparedness of people and authorities under risk;
- prevention measures are realised efficiently due to planning and decision support of the developed Toolbox.

Overall, the project results shall enable the public sector on different governance levels as well as private entities to better manage the increasing risks of heavy rain events and therefore reduce potential damages, which consequently, provides a stronger and more reliable basis for the sustainable use and the development of the environmental resources.

6.2 Contribution to Programme Specific Objectives and Results

The project is expected to contribute to the Programme Specific Objective 3.1 *“To improve integrated environmental management capacities for the protection and sustainable use of natural heritage and resources”* with the main result indicator being the improved *status of integrated environmental*

⁷ Directive 2007/60/EC on the assessment and management of flood risks.

⁸ There are different types of floods: e.g. river floods which concern important rivers such as Elbe and Danube in this project area, floods due to long-term precipitation and flash floods which could be the result of heavy rains.

management capacities of the public sector and related entities for the protection and sustainable use of natural heritage and resources achieved through transnational cooperation.

Although it is still too early to assess the project's contribution, the involvement of local authorities as partners and associated partners in activities and pilot actions has the potential of improving an integrated approach to environmental management with regard to heavy rain risks in the areas covered by the project. At the same time, the transnational nature of the partnership allows actors in the same geographical area with similar topography and weather events to find common solutions.

6.3 Progress towards expected outputs and results

The project is implemented through four working packages:

1. Mapping risks: development of methods to assess heavy rain risks under different categorised physical conditions and land use in Central Europe;
2. Reducing risks: identification and development of possible countermeasures and the necessary tools and strategies that can reduce heavy rain risks;
3. Pilot actions: testing of the implementation of possible countermeasures and improvement through pilot actions in all participating partner regions (especially in relation to proving the feasibility and applicability of joint methods and tools);
4. RAINMAN Toolbox: development of a toolbox with five tools to reduce heavy rain risks and to improve the integrated environmental risk management capacities of regional and local administrations in Central Europe.

As the project is at its early stages, the progress towards expected outputs results is still limited. However, the project team has already finalised two scoping studies on available methods and approaches for risk assessment and mapping, which aim at collecting information on the state of play of heavy rain risk management in the different countries involved in the project. Furthermore, heavy rain risk management strategies are being developed ("reducing risks" strand).

As of January 2018, the partners have started developing the foreseen pilot actions with the Associated Partners (AP) by organising the first meetings and sharing the roadmap of the pilot action activities with APs. The lead partner is coordinating the Saxon pilot action to implement the methods (Toolbox) and test their usability. The project has set up an online survey for target groups of the Rainman Toolbox (assessment of needs and demands and usability of tools and toolbox) and reached almost 300 respondents.

Furthermore, the experience of the City of Graz (AT) provides an example of current progress of pilot actions. The objective of the Austrian pilot is to map heavy rain risks in Graz (a city prone to flash floods and pluvial floods due to its topography) and elaborate and test possible tools to deal with heavy rain events in terms of risk management. The city of Graz has participated in a 2-day workshop where an expert from the city of Cologne presented methods and tools for heavy rain risk mapping. Furthermore, the interactions with the Technical University of Graz have given the opportunity to share experience and knowledge. The main expected result of this action is the contribution to the Toolbox, which will explain how to handle heavy rains risks in Graz and other areas with a similar topography.

6.4 Cooperation dimension and benefits

The cooperation benefits from two aspects related to previous experiences: on the one hand, most partners have previously worked on different Interreg Central Europe projects tackling flood risk management which highlights the current collective knowledge on flood risk management. On the other hand, the fact that some partners have already previously collaborated in other projects eases the partnership's communication flows.

6.5 Effects and impacts generated by the project

It is believed that the project's impact could be wider than the geographical area that is being covered by the project. Heavy rain risks do not only concern Central European countries, but they are a worldwide environmental risk. For instance, the lead partner has received additional requests from other municipalities to be included in or connected to the project, which shows the potential for future impacts given the early stage of the project. In addition, the project partnership includes several regional state authorities, such as the Saxon State Office for Environment, Agriculture and Geology, the Saxon State Ministry of the Interior, the Office of Styrian Government and the Region of South Bohemia, which can induce further territorial impacts in their countries.

However, the project's goals are long-term, and it will be difficult to measure any result before the end of the project.

6.6 Factors and mechanisms that influence the delivery of outputs and results

The participation of associated partners from a different government level along with the project partner in each partner country (e.g. the City of Graz along with the regional Styrian government) is considered a driver for the success of the project activities as this cooperation allows to access all necessary data to conduct the mapping activities and increases the transferability potential.

An observed limit to the delivery of results is the language in which the produced content will be available: for the moment, the Toolbox is expected and designed to be entirely in English with only minor information translated in the languages of the involved partners.

6.7 Efforts to transfer project results and to involve target groups

The project has a clear focus on the stakeholders' involvement and training: the project was presented at several conferences, while targeted workshops will be organised later in the project cycle to provide trainings to public administration and other target groups in the use of the Toolbox.

The involvement of local and regional authorities is key to ensure the achievement of project results and they will be directly involved in the development and testing of the Toolbox. In addition to the more than 20 project partners and associated partners, the overall target group addressed is considerably enlarged by the participation of institutions temporarily involved (e.g. as participants of the online survey and in workshops).

Concrete actions to ensure the transferability and capitalisation of project results have not been envisaged at this point by the project partners. However, the associated partners involved in the project have the potential to act as multipliers in the dissemination of the project's concept in other areas of Central Europe at a later stage. Further effects could be created by using the Rainman Toolbox (to be developed) beyond the project area.

6.8 Visualisation of RAINMAN in the CENTRAL EUROPE Programme context

In the RAINMAN project, the involvement of local and regional authorities is key to making project results effective (e.g. renewed risk management strategies at local level to tackle heavy rain events). One strategy and toolbox are implemented to solve a common CE challenge beyond borders. The different pilot actions implemented allow to study and test different aspects of heavy rain risk management (risk mapping, early warning systems, citizen involvement etc.).



7.1 Project description

The YouInHerit project aims at preserving traditional employment and cultural heritage by involving youth to tackle both the disappearance of old crafts and the occurrence of youth unemployment. This project is being developed in five regions of Central Europe. Although each region has different types of craft or traditional heritage (e.g. from gondolas in Venice to olive oil in Croatia), the project homogeneously focusses on innovative models of youth involvement and commitment to cultural heritage preservation to show how these activities can become a stable source of income.

The main expected change is to increase the knowledge and interest of youth in old crafts and traditions with the long-term aim of tackling youth unemployment by creating new jobs in this sector. The involved youth is expected to introduce new methods to deal with the revitalisation and preservation of old crafts. Interviews were conducted with the project manager as well as with a project partner representing local authorities as target group and a representative from the general public.

The corresponding overall objective is to present cultural heritage as an economic opportunity to fight unemployment at local level and to overcome the widespread unattractiveness towards old crafts and trades among youth.

Therefore, the project is trying to reach the following results:

- building capacities for coordinating cultural heritage valorisation and youth involvement on local and regional levels;
- elaborating innovative ways to valorise particular tangible and intangible cultural heritage assets;
- sustaining old crafts by redefining the related economic activities along a new innovative basis.

7.2 Contribution to Programme Specific Objectives and Results

The YouInHerit project aims to contribute to SO 3.2 *to improve capacities for the sustainable use of cultural heritage and resources*. It does so by building capacities for coordinating cultural heritage valorisation and youth involvement on local and regional levels, elaborating innovative ways to valorise particular tangible and intangible cultural heritage assets and sustaining old crafts by redefining the related economic activities along a new innovative basis. These actions aim to contribute to the achievement of Programme result 3.2, to improve the *status of capacities of the public and private sector for the sustainable use of cultural heritage and resources achieved through transnational cooperation*.

7.3 Progress towards expected outputs and results

YouInHerit has launched six pilot actions, which can be divided into three types:

- **Capacity building actions** to enhance the cultural heritage management capacity of authorities and stakeholders, via workshops, exchange visits and participative planning.
- **Valorisation of particular cultural heritage actions** to support participation in the revival and integration of old crafts by combining infrastructures' retrofitting and exchange of knowledge and soft skills, via the involvement of young people (e.g. including ICT applications developers, designers, innovators).

- **Skill development actions** for pursuing old crafts as economic potential and stimulating the youth, allowing craftsmen to respond to the new market demands by integrating old practices with new managerial skills.

To prepare the pilot actions, an analysis phase preceded pilot action development. During this phase very similar kinds of issues with cultural heritage management were encountered in each country. To tackle these, the most significant project activities were the following:

- launching questionnaires to analyse the needs of youth;
- developing pilot actions of one year each, started in October 2017 and to be finished in October 2018;
- drafting six regional action plans: these 2-3-year draft plans are tailor-made for each region, each focusing on specific regional objectives to make regional/local authorities interested in and committed to the action plans by the end of the project. They will include concrete planned actions for a 2-3-year period after the end of the project (from June 2019) in order to ensure sustainability of project results. However, these will be finalised at a later stage of the project incorporating also the lessons gained during the pilot implementations;
- producing a transnational toolkit with tools based on the best practices and findings from pilot actions (e.g. interactive creative practical trainings; dissemination events; capacity building methods);
- exchanging knowledge within and beyond the partnership.

All pilot actions are designed as tests and the objective is to try new, innovative activities in six regions in the field of cultural heritage revitalisation with youth involvement.

After the implementation of pilot actions, lessons learnt will be collected in order to identify good practices and tools for improvement. Moreover, the transnational toolkit will be included in the six action plans to be presented to local authorities, in an effort to make the project initiatives go beyond its duration and area. Draft regional action plans already includes concretely planned actions for a 2-3-year period after the end of the project (from June 2019) in order to ensure sustainability of project results. All regional action plans will be finalised at a later stage of the project incorporating also the lessons gained during the pilot implementations.

In terms of expected results, the knowledge of youth regarding old crafts in their territory has been improving thanks to the trainings and workshops organised in the framework of pilot actions. Furthermore, innovative ways to promote cultural heritage and work among youth are being experimented: for instance, the pilot in Croatia (City of Vodnjan) has connected youth with older farmers, allowing a cross-training where youth bring their knowledge and experience with smart solutions (e.g. sale of products on the internet) and in return receive education on olive cultivation and oil production from the older generations.

7.4 Cooperation dimension and benefits

The partnership was constituted and based on a previous network of partners, where some partners suggested other known stakeholders to join the project. The added value of the partnership is the exchange of knowledge among the partners, regarding both practical old crafts know-how and technical

expertise on project management. Besides, the lead partner transferred knowledge to project partners who were less experienced with European projects, leading to an increased project management capacity.

7.5 Effects and impacts generated by the project

Assessment of the project's impacts so far covers only the first 1.5 years of project duration and should keep in mind that several effects require more time and further commitment.

As shown by the above results, youth are being provided with the skills to potentially make a living from traditional trades and crafts. However, measuring the possible economic growth in the project areas due to the revitalisation of old crafts is problematic as it is too soon in the project implementation to observe this type of impact. Some commitment effort is being made by some of the smaller local authorities involved (e.g. Piran, Vodnjan), where declarations of intent (where the local authority declares to consider a future commitment to the developed action plans for youth involvement in revitalisation of cultural heritage) will be signed. It should be noted that there will be impacts also at regional level as a result of participation of regional authorities in Masowieckie (PL) and Veneto (IT) in the project.

Pilot actions illustrate possible further impacts generated by the project. For example, the pilot action in Vodnjan has raised awareness among local authorities and stakeholders in the field of old crafts and cultural preservation. Moreover, the transnational aspect is highlighted by the participation of other stakeholders from other pilot actions and areas to this pilot (cross-visits), which creates opportunities for dialogue and exchange among partners and stakeholders.

Furthermore, the Italian partner Marco Polo System has disseminated the project's activities and results outside the programme area and managed to conduct twinning activities with schools in Messina and Gaeta (IT) and to present YouInHerit and its pilot actions in Ireland. The twinning activities, in particular, have allowed to present the YouInHerit model of youth involvement in traditional crafts (more specifically here, maritime crafts) to target groups outside the project area. In October 2018, the opening of the exhibition on the history of brewery took place in Sierpc (Poland), in the framework of the Capacity building pilot action of the Mazovia region. The event promoted brewing as an important component of cultural heritage in the area and involved representatives of local government, secondary schools, brewing industry, cultural institutions, labour market and youth.

7.6 Factors and mechanisms that influence the delivery of outputs and results

Setting-up the transnational partnership was complex at the beginning of the project. The main obstacles at first were the cultural differences and languages between the countries. However, the partners managed to convert them into an advantage as this allowed them to set up common transnational project management practices which they would not have developed in projects implemented on national or regional scale.

7.7 Efforts to transfer project results and to involve target groups

The table below provides figures on the state of play of youth and other stakeholders involvement in the six pilot actions. This shows how the project involves its target groups in the frame of the three types of pilot actions.

Capacity building	Investment with youth involvement	Skill development
Pomurje/SI: 17 stakeholders from local authorities and 8 stakeholders from other institutions (e.g. museum, cultural centre, regional media, social enterprise); 7 youth (in total 32 people involved)	Vodnjan/HR: 17 youth involved	Veneto/IT: 15 youth
Mazovia/PL: 78 participants in total (stakeholders from local authorities + youth)	Piran/SI: 12 youth	Budafok/HU: 30 youth

Target group outreach, especially to the youth, can be further illustrated by the pilot action in the city of Vodnjan in Croatia. It centres on capacity building and deals with the involvement of youth in olive oil production. The youth involvement is essential to simultaneously tackle two issues: the decision of unemployed youth to leave for bigger cities to find work and the risk of losing olive farming and oil production continuity due to the ageing of olive farmers. According to the interviewed pilot action manager, young people showed great satisfaction, with special regard to their involvement in the decision-making process as they are becoming more informed and trained for activities in olive oil farming and production. Moreover, the connection of youth with older farmers (“cross-training”) is being strengthened.

Due to the local specification of old crafts targeted by the project geographic and sectoral transferability concentrate so far on presentations of project activities and results in other areas. The innovative models to involve youth in cultural heritage developed through pilot actions could, however, have a cross-sectoral and wider geographic transferability potential.

7.8 Visualisation of YouInHerit in the CENTRAL EUROPE Programme context

The involvement of youth and commitment of local authorities are considered the two key elements to ensure the effectiveness of the project. The different crafts identified, and economic realities of each partner area called for the development of different strategies, i.e. developing action plans based on pilot actions.



8.1 Project description

Functional Urban Areas (FUAs) are often a place of land use conflict between local actors, e.g. between public administrations in urban centres and those located in urban fringes. The integrated management of land can solve these conflicts while also allowing the sustainable requalification of abandoned or environmentally hazardous areas (brownfields).

The LUMAT partnership builds on the experience and lessons learnt in a previous project, Interreg CE CircUse. This allowed the project partners to capitalise on the acquired knowledge and transfer it by expanding the scope to abandoned areas and by involving additional local public authorities into the land use management process.

The partnership includes local and regional authorities, environmental agencies and research institutions. It aims to develop integrated Functional Areas Management Strategies (FAMS) with the help of shared transnational territorial and scientific competence. These planning strategies are supported by the application of innovative technologies and by citizen participation, with the aim of minimising environmental threats. This approach is tested through pilot actions on, inter alia, brownfield redevelopment, green infrastructure, and sustainable land use on contaminated land. Each of the seven FUAs involved in the project have a pilot action involving local stakeholders and citizens. To illustrate the views of these target groups a local urban planning representative was interviewed in addition to the LP.

Through the envisaged activities and pilot actions, the project aims to provide trainings and action plans to local public authorities in FUAs to make environmental management of urban and peri-urban lands more sustainable.

8.2 Contribution to Programme Specific Objectives and Results

The project aims to contribute to the Specific Objective concerning the *improvement of environmental management of functional urban areas to make them more liveable places* (SO 3.3). Evaluation results indicate that the contribution of the project will depend on the ability to transfer project results to the wider FUA areas, thus involving all relevant decision-makers of the FUAs covered by the project. The corresponding effort is apparent in this project and the likelihood of wider commitment towards more integrated environmental management is high in many of the FUAs involved. Thus, it can be expected that the project contributes directly to improving the *status of integrated environmental management capacities of the public sector and related entities in functional urban areas through transnational cooperation for making them more lively places* (Programme result 3.3) in CE FUAs involved in the project.

8.3 Progress towards expected outputs and results

During the first year and a half, the project partners have jointly developed training material on ecosystem services, land use conflict reduction, identity of FUAs and development of tools for land management, which was then made available to other local stakeholders.

Furthermore, the Functional Areas Integrated Environmental Management Strategies have been completed while action plans for integrated land and soil management for FUAs in Central European cities and strategies for implementing action plans for integrated environmental management in FUAs

have been elaborated. This required extending the collaboration beyond the project partnership and involved numerous additional municipalities in the wider FUAs areas and active citizens' involvement.

In addition, the project started developing seven pilot actions (Italy, Germany, Slovenia, Austria, Czech Republic, Poland, and Slovakia), of which the Polish and Slovakian pilots involve pilot investments.

However, some investment delays in the Slovak and Polish pilots have occurred since the beginning of the project. An obstacle to timely implementation concerned issues of public procurement which took a long time to solve and caused delays in the start of the pilot investments. However, the investment activities have now started, and the project is expected to be implemented in time.

As concerns the expected results, the project aims to create visible changes in partners' regions/FUAs environment based on action plans, which could become binding for the FUAs involved and new management structures involving local actors in FUAs, but also through site rehabilitation and reduction of soil sealing and urban sprawl. This requires three steps:

- firstly, capacity building to understand the internal management coherence of urban/peri-urban areas;
- secondly, the strengthening of the land and soil components in the integrated environmental management of FUAs, for which the partners have developed action plans for the seven FUAs covered by the project;
- thirdly, the testing of solutions for the protection of land resources and reduction of urban sprawl in FUAs by means of pilot actions. The partners have started the work on these pilot actions. The pilot actions shall demonstrate ways for implementing the previously developed action plans.

8.4 Cooperation dimension and benefits

The project partnership consists, for most FUAs, of two partners per partner area, in several cases one being a municipality, the other being a research or consulting institution for technical support. This balance of administrative capacity and technical knowledge about land use aims to ensure the delivery of project results

The previous Central Europe (2007-2013) project involving six of the current project partners, called CircUse, was beneficial to establishing the project partnership. The project was focused on the circular life of land use in brownfields.

8.5 Effects and impacts generated by the project

One of the project's main objectives is to have all action plans implemented by the municipalities involved in the project together with the surrounding ones which were identified as part of the FUA. To guarantee the implementation of plans by the municipalities, letters of commitment will have to be signed by the end of the project in an effort to make action plans binding for local public authorities and ensure the transfer of project results.

At mid-term of the project's duration, a more immediate impact already generated can be illustrated through one of the FUAs involved. In Ruda Slaska (PL), the pilot action investment is implemented with additional ERDF funding from outside the Interreg CE programme. This investment has given the chance to use a new technology, previously developed by the lead partner, to stabilise the dangerous

heavy metals in the pilot area (zinc dumping area). In this case, the ability of the local authority to mobilise additional funds allowed to achieve the appropriate amount of investment in order to deliver impactful results on the ground.

8.6 Factors and mechanisms that influence the delivery of outputs and results

In general, in all pilot actions and investments, a large number of non-partner municipalities belonging to the seven FUAs have been involved. This shows how the strategy implemented by the LUMAT project aims to increase the chances of a commitment of local actors beyond the project duration in order to guarantee the delivery and transferability of the expected results by already actively involving the target group in concrete project actions.

However, there is an administrative challenge: FUAs are not recognised as administrative entities in all participating countries and as such they cannot, for instance, implement management strategies or apply for funding as a single entity. This entails the need to create management structures among these actors so as to have a single FUA entity committing and implementing the new environmental management strategies. A good example is the Slovak partner where an association of municipalities of the project's FUA already exists.

8.7 Efforts to transfer project results and to involve target groups

The key challenge addressed by LUMAT is to make local public authorities aware and capable of cooperating strategically to enhance the potential of integrated land use management. The key target group is thus represented by the local authorities belonging to FUAs *beyond* those involved as project partners.

As an example of outreach to the target group, the pilot action coordinated by Turin has involved 22 municipalities identified as belonging to the FUA and aims to build a model of collaboration between private entities and public bodies to achieve sustainable management and development of the territory. For this purpose, an interactive visualisation tool for comparing data and scenarios (called *Invito*) is being developed and has proved useful for joint decision-making. In particular, the Municipality of Chieri (in the Turin FUA territory) has been involved in activities concerning the identification of actions to maintain and increase ecosystem services on a large portion of the FUA territory (about 80 hectares). The interviewed target group representative, Chieri city councillor Massimo Ceppi, believes this specific experience can be transferred to other municipalities that consider it a priority to increase their ecosystem services.

The differences between the municipalities involved in the project will require to adapt models and action plans to the different realities to allow the capitalisation and transferability of project results. It will therefore be necessary to transfer project results by adapting them to different realities.

The effort of the project to involve non-partner local authorities in FUAs to increase their capacity makes this project's geographical transferability particularly high if we refer to the transfer of results to FUA actors not directly involved in the project.

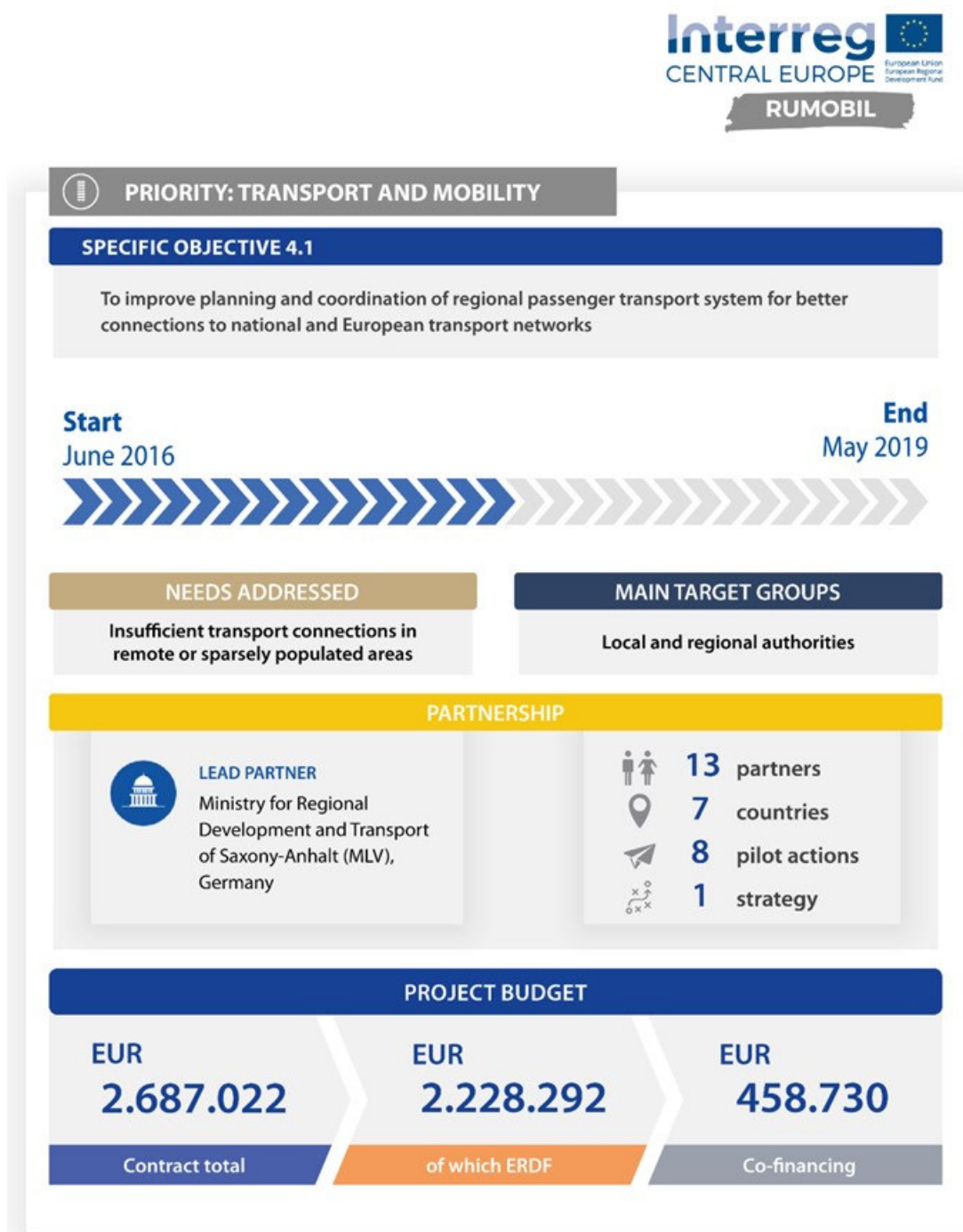
8.8 Visualisation of LUMAT in the CENTRAL EUROPE Programme context

The involvement of all local authorities belonging to a certain FUA is crucial to improve integrated environmental management. The heterogeneity of legislative frameworks and competences regarding urban spatial planning among Member States calls for the development of different harmonised strategies in each partner area. This, combined with specific urban and environmental needs of each FUA, explains the development of different pilot actions in the seven areas.



9 RUMOBIL

RUMOBIL - Rural Mobility in European Regions affected by Demographic Change



9.1 Project description

The core problem identified when designing the RUMOBIL project was the need to connect inhabitants of rural and peripheral areas to the city centres and facilitate their access to services. The roots of this issue lie in the demographic change in the areas targeted by the project. Mobility in rural areas is also a challenge in the perspective of missing links between these regions and TEN-T corridors. TEN-T corridors relevant to the project area are: Baltic – Adriatic, North Sea – Baltic, Rhine – Danube, Orient/East-Med and Mediterranean. However, it should be noted that although RUMOBIL aims to strengthen the links between TEN-T corridors and Central Europe's peripheral area, the corridors are not in the focus of the project.

RUMOBIL is based on transnational cooperation between public authorities and their transport entities confronted with a similar challenge to respond to pressures on regional public transport systems caused by demographic change in peripheral areas. RUMOBIL aims to provide them with a platform to exchange their knowledge, to generate learning through state-of-the-art tools and solutions and revise their transport policies to better suit the changing mobility needs. To illustrate the different views interviews were conducted with the LP and a local mobility councillor.

The project specific objectives are to:

- improve regional passenger transport plans for better connections between peripheral areas and national and European transport nodes, and
- enhance regional mobility through pilot activities to ensure a high quality of public transport in territories affected by demographic change.

Overall, RUMOBIL transnational cooperation activities are expected to enhance the capacities of regional public authorities and their transport entities and enable them to achieve a total of eight improved regional public transport strategies affecting a territory of more than 10 million inhabitants in Central Europe. The revised public transport strategies will better link peripheral regions affected by demographic change to national and European passenger transport networks and increase the numbers of persons having access and using collective transport in the participating regions.

The anticipated improvement of planning capacities for local/regional public passenger transport will be achieved through the introduction of new means of public transport (e.g. community-driven and flexible approaches), better coordination and information through a real-time localisation of available services, optimised communication of available public transport options, and improved intermodal capacities of secondary and tertiary transport hubs. Policy recommendations in those regards will be presented in the form of a RUMOBIL Model which is based on good practices and learning from regional tests.

9.2 Contribution to Programme Specific Objectives and Results

The project is expected to contribute to the specific objective SO 4.1 *to improve planning and coordination of regional passenger transport system for better connections to national and European transport networks*. This contribution shall be achieved by a partnership including transport companies and local and regional public authorities and by involving non-partner stakeholders in the planning and coordination. However, the contribution could be uneven and will depend on the single circumstances of each partner, in particular the level of involvement of local and regional authorities in each partner area. In other words, areas with a particularly intensive involvement of local and regional authorities, such as illustrated by the pilots in Saxony-Anhalt and Modena, illustrate how high commitment can contribute to specific objectives and results of the programme.

The project contributes to the result indicator 4.1 *Status of coordinated planning capacities of the public sector and related entities for regional passenger transport systems linked to national and European transport networks achieved through transnational cooperation.*

9.3 Progress towards expected outputs and results

The main outputs of RUMOBIL are pilot actions and the elaboration of a RUMOBIL Strategy to be implemented in the eight partner regions through the improvement of their transport plans and different types of trainings. This includes study trips to regions beyond the RUMOBIL partnership to enhance the partners' capacities.

Following a phase where this transnational capacity building through good practice and knowledge exchange, both among partners and beyond the project area, was in the foreground, the focus of RUMOBIL shifted to the implementation of the seven pilot actions, which allow testing a number of innovative applications to see how sparsely populated peripheral areas can be better linked to a primary, secondary or tertiary transport node (access to European and national passenger transport networks). These are realised in close participation with additional stakeholders including local public authorities, infrastructure providers and local universities. The aim of these pilots is to improve public transport networks in rural areas and make mobility more efficient with innovative and bottom-up solutions. It should be noted that these pilots had already been designed by the partners before RUMOBIL but could only be realised thanks to the project. The transnational context provided the opportunity to combine the common interest of partners in different CE countries.

By taking into account the results, lessons learnt and good practices from the conducted pilot actions and research studies, as well as through the involvement of stakeholders, the RUMOBIL strategy should be able to give a broad transnational overview of the state of play and future trends (including demographic change) of rural mobility and to propose innovative and transferable public transport approaches to be introduced to policy-makers. The draft strategy has been prepared through working papers focussing on different aspects of transport policies and forecasts how demand for public transport will develop in coming years. This draft has already been presented and discussed with 65 transport stakeholders at a Policy Conference in October 2017 in Wittenberg (Germany). Participants came from Germany, Italy, Croatia, Hungary, Czech Republic, Poland, Slovakia, and Latvia, i.e. from more countries than those involved in the partnership. They represented a great diversity of interests: local, regional, and national authorities, transport agencies, transport companies, universities, regional planning associations, tourism agencies, consulting agencies, etc.

The project aims to realise the following results:

- implementing new means of public transport (e.g. community-driven and flexible approaches);
- having better coordination and information through a real-time localisation of available services;
- improving intermodal capacities of secondary and tertiary transport hubs;
- revising public transport strategies to link peripheral regions affected by demographic change.

To measure the progress towards results, the project has developed a set of indicators for all pilot territories, which was first assessed in September 2018 during the evaluation of the pilots. The indicators include:

- number of passengers using new services;
- number of passengers having access;
- number of new connections;

- level of satisfaction of end-users.

9.4 Cooperation dimension and benefits

The lead partner, the Ministry for Regional Development and Transport of Saxony-Anhalt, has been able to capitalise on its previous experiences leading Interreg projects, including several CE 2007-2013 projects where it has participated as partner or lead partner. In particular, the Demographic Change Unit, responsible for the RUMOBIL project, has acted twice as lead partner in CE 2007-2013 projects. Therefore, staff are familiar with both the administrative procedures of transnational cooperation programmes and the challenges to coordinate an interdisciplinary and international project consortium.

Furthermore, the partnership composition aims to gather expertise in different transport issues relevant to RUMOBIL, such as innovative transport services, new technologies (e.g. software, GPS systems), multimodal transport in rural areas etc. This allows a complementary exchange of knowledge and a broader scope of the project.

9.5 Effects and impacts generated by the project

The study trips taken by project partners in 2016 contributed to gaining know-how and learning from the experience of non-partner actors on ways to improve the transport system in rural areas. This was the case, for instance, for the field trip in the Salzburg region (AT) where partners could visit the rural area around Salzburg, which has developed a local rail track connecting rural villages to the city and an integrated public transport system. Partners also visited the public transport company in Wrocław (PL), IMPK, which presented their mobile application containing information about the location of all public transport vehicles operated by the company in Wrocław. Such experience from outside the partner areas, thus, contributed to preparing the partners' own project activities.

Already after half of the project duration and thanks to the experience of the pilot action, other funds have been mobilised in Saxony-Anhalt to have the new service (2 citizen busses) running for an additional 2 years. Funds are provided by the Ministry of Regional Development and Transport of Saxony-Anhalt for the realisation of an innovative local project in public transport. Furthermore, non-partner institutions have been involved in the preparation/ implementation of the project, including municipalities interested in the pilot project, public authorities, public transport companies, regional taxi companies, the Chamber of Industry and Commerce and residents.

In the pilot action involving Castelfranco Emilia, Italy (see below), the introduction of an app and an online platform to book bus services in a sparsely populated area led to an unexpected success of the service, with an increase in the number of passengers of 25%. The success can be explained by the features that allow booking the bus service more quickly and in a smart manner, and to provide data on chosen routes, schedules and booking frequencies to further improve the service. This RUMOBIL pilot action started at a time when an existing service wanted to increase its reception of passengers and the capillarity of the service. Furthermore, a second pilot that will be broadened in the near future with additional funding is aMo's (IT) new software for on-demand services. The new solution became very successful in the pilot area and other rural municipalities in the surroundings would like to become part of the novelty.

Even a first draft of one final output of the project, the draft RUMOBIL strategy has been presented and discussed with 65 transport stakeholders at a Policy Conference already in October 2017 in Wittenberg (Germany). Participants came from Germany, Italy, Croatia, Hungary, Czech Republic, Poland, Slovakia, and Latvia. They represented a great diversity of interests: local, regional, and national

authorities, transport agencies, transport companies, universities, regional planning associations, tourism agencies and consulting agencies,

9.6 Factors and mechanisms that influence the delivery of outputs and results

Some project areas owe their success in delivering results to the interest of local stakeholders beyond those involved in the project. For instance, in the German pilot action a number of public transport companies, taxi companies and volunteers have become involved in the pilot activities although not initially planned. In the Italian pilot area, the ability of the pilot to capture the specific need of the territory (faster on-demand bus service in remote areas) led to an unexpected success of the activities and to citizen requests to further expand the service (see above).

Some obstacles have been identified in the achievement of project results: all partners depend on local decisions to implement pilot actions and local authorities have to follow procedures that take time and cause delays in the schedule of activities. Moreover, the lack of familiarity with innovative products, processes and services can be an obstacle as it takes time for citizens to understand their concrete impact. Furthermore, existing regulations at national level hamper the implementation of the project's innovations. For instance, in Germany, new and innovative pilot projects in public transport are directed towards door-to-door service or very flexible solutions, such as a combination of goods and customer transport. In contrast, legal regulations on passenger transport limit flexibility and innovativeness as special permits are often necessary to test new ideas.

9.7 Efforts to transfer project results and to involve target groups

In terms of transferability of results, the pilot actions implemented and the RUMOBIL strategy are potentially transferable within and beyond the project area. The involvement of local authorities as project partners principally facilitates the transfer of results to local actors and ensures their sustainability beyond the project duration.

The Municipality of Castelfranco Emilia (IT) is a good example of successful collaboration with local authorities in the implementation of a RUMOBIL pilot action. The participation of the municipality in the pilot led by the partner aMO (Modena mobility agency) stems from the desire to improve and increase the capillarity of an existing service: the Prontobus bus, an on-demand bus service where local transport was more lacking, aiming to guarantee mobility to the inhabitants through a more customised service.

Furthermore, the LP managed to involve a number of local authorities, public transport companies and regional taxi companies, as well as local residents in Saxony-Anhalt, in the preparation, implementation and communication activities linked to the pilot action (Citizen Bus). As described above, although the nature of the pilots developed by the project are structured to contribute to transferability beyond the project area, the concrete results and feedback from the ground has shown that the transferability of results may be limited to some project areas (e.g. Saxony-Anhalt).

9.8 Visualisation of RUMOBIL in the CENTRAL EUROPE Programme context

In RUMOBIL, local authorities should be the main target as they have the competence to stir urban mobility and transport systems in the direction suggested by the project. The project wants to help cities and regions to provide better services by providing, firstly, a single RUMOBIL strategy to help regions in CE face mobility issues in areas hit by demographic change. Different aspects of mobility planning (mapping of demand and routes, voluntary-based bus services etc.) are tested in the pilot areas.



